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March 29, 2010

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Cynthia T. Brown  
Chief, Section of Administration  
Office of Proceedings  
Surface Transportation Board  
395 E. Street, S.W.  
Washington, D.C. 20423

Re: Seminole Electric Cooperative, Inc. v. CSX Transportation, Inc., STB Docket No. 42110

Dear Ms. Brown:

Enclosed for filing in the above-referenced matter is an Errata to Defendant CSX Transportation Inc.'s ("CSXT's") Reply Evidence filed on January 19, 2010.

The attached letter to counsel for Seminole Electric Cooperative, Inc. ("SECI") includes further details concerning this Errata.

The Errata makes the following corrections to CSXT's Reply Narrative and Exhibits:

**Narrative Page III-F-2:** The last sentence on the page is extraneous and should be omitted.

**Exhibit II-F-1:** The attached color document with maps should be included as Exhibit III-F-1. The document currently labeled "Exhibit III-F-1" should be relabeled "Exhibit III-F-2."

CSXT requests that this letter and the accompanying Errata and Exhibit III-F-1 be accepted for inclusion into the record of this proceeding.



Cynthia T. Brown  
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Sincerely,

A handwritten signature in black ink, appearing to read "Noah Clements", written over a horizontal line.

Noah Clements

Enclosures

cc: Kelvin J. Dowd

These as well as other errors and omissions identified by the CSXT experts are described and corrected throughout the remainder of this narrative.

The SFRR proposed by SECI replicates existing CSXT rail lines in West Virginia, Pennsylvania, Maryland, Washington, D.C., Virginia, North Carolina, South Carolina, Georgia, Florida, Alabama, Tennessee, Kentucky and Indiana. SECI attempts to downplay the effort required to construct the SFRR by asserting that most of the lines being replicated traverse terrain that is not difficult from a construction perspective. This assertion is wrong. The SFRR posited by SECI traverses mountainous terrain on several large segments, and also introduces a variety of significant acquisition and construction challenges not considered by the Board in previous cases. When properly considered, these and other challenges (along with the necessary and proper configuration and attributes of the SFRR) push its capital requirements far beyond those posited by SECI. These challenges include significant SARR segments through major metropolitan areas, large bridges over navigable waterways, significant stretches through swamp and poor drainage areas, and other adverse conditions. In many respects, these new challenges and obstacles are more costly to overcome than otherwise straightforward excavation and embankment through mountainous terrain from which SECI attempts to distance itself.

Table III-F-1 below compares the engineering construction costs for the SFRR included in SECI's opening evidence with the properly developed engineering construction costs detailed in this Reply.



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March 29, 2010

**By Email**

Kelvin J. Dowd  
Christopher A. Mills  
Daniel M. Jaffe  
Slover & Loftus  
1224 Seventeenth Street, N.W.  
Washington, D.C. 20036

Re: Seminole Electric Cooperative, Inc. v. CSX Transportation, Inc., STB Docket No. 42110

Gentlemen:

It has come to our attention that CSXT's Reply Narrative in the above-captioned proceeding included two references to Exhibit III-F-1 as two different documents which were inadvertently omitted from CSXT's Reply Exhibits binder.

The first reference is located on page III-F-2 of the Reply Narrative, which indicates that details of the calculations in Table III-F-1 are included in Exhibit III-F-1. In fact, those details were provided in the following tables in the Reply Narrative:

- Table III-F-3 (page III-F-18),
- Table III-F-8 (page III-F-30),
- Table III-F-13 (page III-F-55),
- Table III-F-14 (page III-F-64),
- Table III-F-15 (page III-F-66),
- Table III-F-17 (page III-F-88),
- Table III-F-19 (page III-F-98).

In addition, further details of these calculations can be found in the following workpapers: IIIF Cost Breakdown.xlsx, Seminole Florida Railroad Site and Facilities Costs.xls, Yard Drainage Quantities and Cost.xlsx, Seminole Florida Railroad Building Costs Final.xls, STV-CTC SFRR C-S spreadsheet rev 2010-01-14.xlsx, FINAL - REV 01-14-10 - Copy of Bridge Construction Costs.xls, Tunnel Construction Costs with Additional Tunnels 12\_14\_2009.xls, CSXT Reply Track Construction Costs.xlsx, CSXT Reply Track Construction

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Costs Monongahela.xlsx, Ballast Section Computations.xls, CSX Modified Culvert Costs.xlsx, Subballast Section Computations\_111909FDB\_FINAL.xls, Total Summary.xls.

The second reference is located on page III-F-4 of the Reply Narrative, which states that "Maps showing the incorrect appraisal routes taken by [Seminole's witness] Smith can be found in Exhibit III-F-1." Those maps, which were inadvertently omitted, are attached in the accompanying powerpoint file.

We apologize for any inconvenience these omissions may have caused.

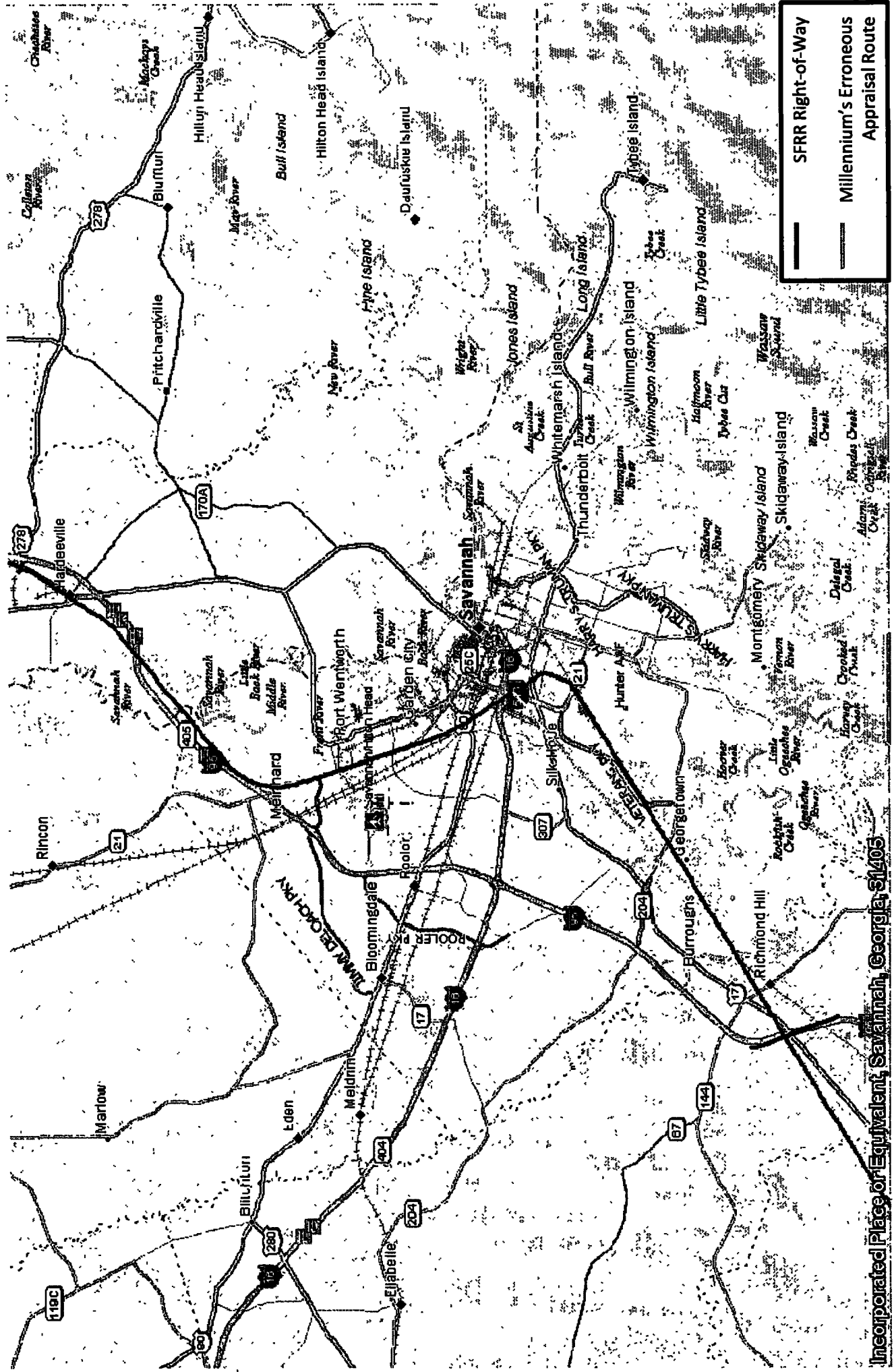
Sincerely,

  
Noah A. Clements

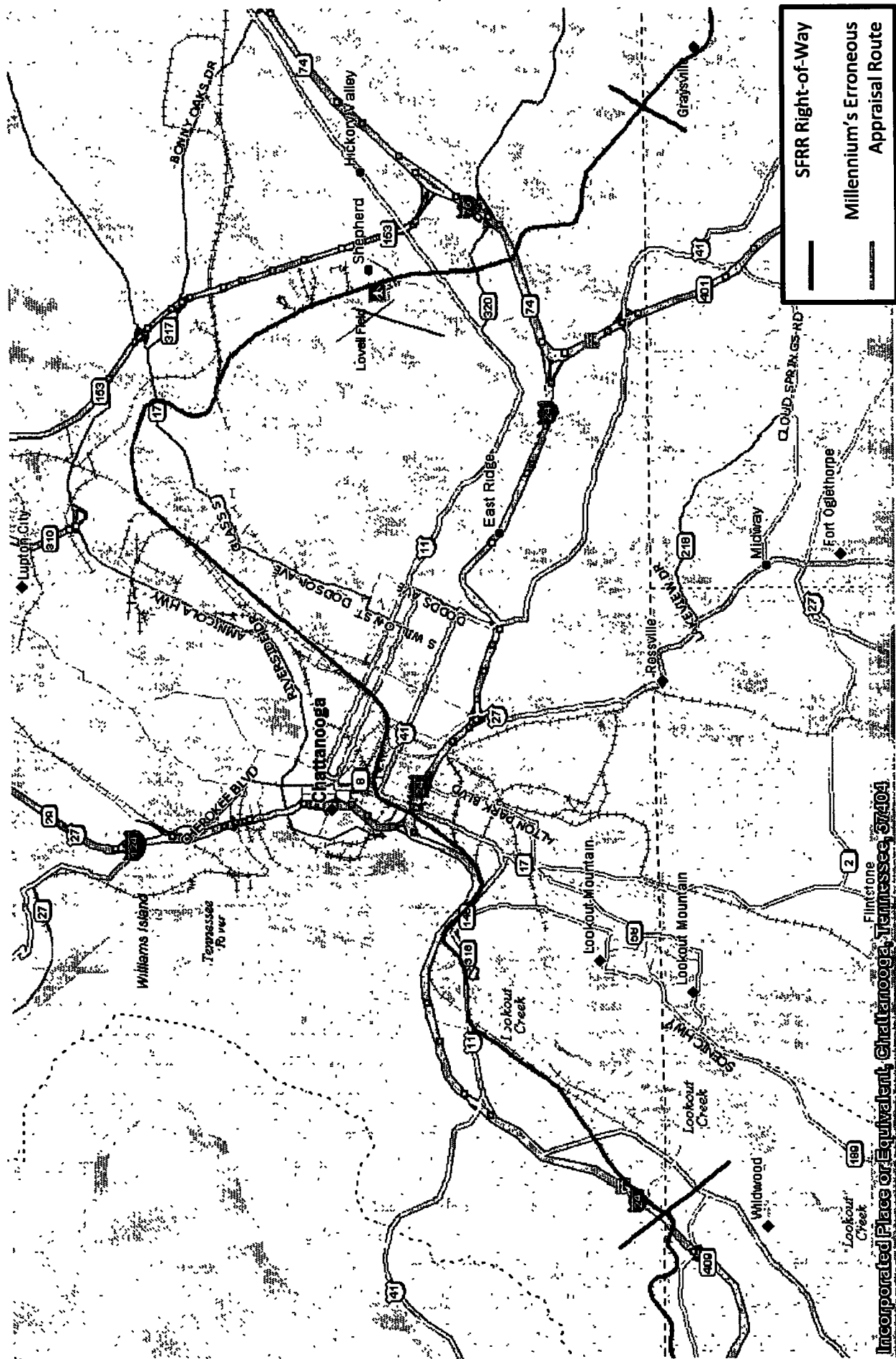
cc: Surface Transportation Board

Enclosure

# Millennium's Erroneous Appraisal Route – Savannah



# Millennium's Erroneous Appraisal Route - Chattanooga



# Millennium's Erroneous Appraisal Route - Atlanta





# Millennium's Erroneous Appraisal Route – Atlanta Snapshot

